

Anderson Intelligencer.

BY CLINKSCALES & LANGSTON.

ANDERSON, S. C., WEDNESDAY, OCTOBER 5, 1898.

VOLUME XXXIV--NO. 15.

BEFORE YOU BUY . . .

- A Suit for \$7.50 see ours at \$6.00.
- A Suit for \$10.00 see ours for \$8.50.
- A Suit for \$12.00 see ours for \$10.00.
- A Suit for \$15.00 see ours for \$12.50!

THE WHY AND THE WHEREFORE:

WE haven't begun to cut prices. Nobody else has—except on paper. We don't NEED to cut prices in order to be lower than other houses. We are simply in position to get along with less profit, and we are selling to do so. We believe it's good business to do it. The comparative figures above do not lie. They represent ACTUAL FACTS. If you doubt—give us the benefit of the doubt—only to the extent of coming to investigate.

We've got everything in Clothing that any other Anderson Store has, EXCEPT TRASH, which we most positively will not handle. We carry no Suit cheaper than \$4.00 for men, and none cheaper than \$1.00 for boys, because any to retail for less are "simply rotten." And please remember that everything in this house is NEW and Up-to-Date.

VESTEE NOVELTIES FOR THE JUVENILES.

Our prices begin at \$2.00, for which we have really handsome Suits. At \$5.00 we sell the finest. 50c. to \$1.00 saving on these.

AS TO FURNISHINGS

We have already been accused of selling Furnishing goods at less than cost. Be that as it may, we're selling nothing just as much cheaper than our accusers. Your money back if you want it.

B.O. Evans & Co.

THE SPOT CASH CLOTHIERS.

The Spider and the Fly.

Will you walk into my parlor," said the Spider to the Fly.

VARIOUS kinds of Spiders—some in human form—line the sidewalks of Anderson, seeking whom they may devour. Variety of "Parlors"—spider cells. Some the shape of Store-rooms. Decoy web arranged at front so as to conceal old, covered years ago with dust, old files, &c. Spiders call web "decorating." Decorating very useful in concealing old, shop goods. If anything cheap, it is stacked outside. High prices reign supreme within. Steer clear of such "Parlors" and Spiders, and join the myriads who are marching straight for the Red Flags that float proudly in front, and mark the spot where is the CHEAPEST STORE IN THE STATE, the reliable—

RACKET STORE.

Every article in our different Departments marked in plain prices, at figures about a parallel. Matchless prices, below the whisper of competition or monopoly. Our matchless prices which makes competitors and false imitators hang their heads in shame.

Goods Bought for Less than Manufacturers' Cost. We give our many customers advantage of our purchases. \$5.00 Ladies' Caps \$1.50. Dress Goods at less than half price. Whole Stock Kip Shoes \$1.00 pair, with \$1.25. Bleaching 2c. yard. Yard-wide Sheet 3c. If you want to see how much a Dollar will buy join the great crowd and come to—

The Racket Store

CHEAPEST STORE IN S. C.
MOORE & LUCAS.

WE ARE HEADQUARTERS FOR SHOES AND HOSIERY. GIVE US A TRIAL.

MEN'S, LADIES' and CHILDREN'S SHOES and HOSIERY for all Winter wear at the very lowest prices. Our prices are always UNDER FOOT. When you go to buy your Children's School Shoes come and try a pair ours. They are hard to beat.

Men's, Ladies' and Children's SHOES and HOSIERY. ELECTRIC CITY SHOE STORE. ANDERSON, S. C. N. B.—You will save from 10c. to 75c. per pair buying your Shoes at us. Try it.

PATRICK MILITARY INSTITUTE OPENS SEPT. 14. Offers Best Advantages in All Respects. Students may save Time and Money. JOHN B. PATRICK, Anderson, S. C.

COL. BOONE AT HOME.

He is Again in the Railroad Swim.

Zanesville (Ohio) Times, Sept. 29.

For the information of the people of Zanesville all of whom are interested in the success of Colonel Boone, a short statement of the present condition of his Black Diamond railway project is not out of place.

This railroad movement of Colonel Boone calls for the construction of 158 miles of road, at a cost of—single track, \$48,000,000 (an average cost of \$32,747 per mile of track)—if double track of \$67,550,000 (an average cost of \$44,883 per mile, or \$27,041.50 per mile of track). Whilst the work cut out by Colonel Boone is one of great magnitude, still he is the only head center so to speak. By his plan of promotion he has taken the public residing along his several lines into close co-partnership, which makes it practically impossible for any of the old corporations to upset his plans.

Colonel Boone, who is now in Zanesville, says he is well pleased with the subsidy carried last Tuesday at Greenfield, Ind., and that he will give Blue River township along with Green township, of Hancock county, a good chance to redeem itself. Colonel Boone says he now has all of his plans well in hand and practically little to do but secure the voting of the subsidies, which, with the old construction work done before the war, he will have fully five millions of dollars, with which to put the polish on the piano—a favorite expression of the Colonel's.

Col. Boone reports that Sir Thomas S. Tanager will be at Greenfield, O., tonight, New York, O., Friday night, and Columbus, O., Saturday evening. Some of Colonel Boone's plans are unique and differ materially from those in vogue. He says the time has come for a change—everything has changed excepting the way railroads are operated. Amongst the innovations to be made by the Black Diamond system are:

1.—To open the road as a toll road highway, allowing the trains of foreign goods to pass over the Black Diamond Highway upon paying toll at so much per ton per mile, and so much per passenger per mile—in other words operate the road upon the same principle a turnpike is handled, free to all upon paying toll.

By declaring the road a toll railroad highway will forever prevent any portion of its line from being paralleled by new construction.

2.—The Black Diamond to be a two-cent mile road, with this inducement to encourage the public to travel—one day in every month the rate for passengers to be one cent per mile—each excursion day to be known in advance by adopting the plan of having it one day later than in the previous month, barring Sundays. Thus the first excursion day was October 1, the next would be November 2, December 3 and so on.

Colonel Boone says the New York Central is the greatest and best local road in the world. Its passenger rates was fixed by the legislature of New York at two cents per mile, made at the request of the late Commodore Vanderbilt, who was not a railroad man, but a steamboat man. Colonel Boone says he gets his idea from this training during the Star route days. Colonel Boone was known as the Star Route Prince, the records at Washington showing that he controlled at one time more than 1100 contracts with the U. S. government, in fact about one-sixth of all the service then in operation. Colonel Boone says that while he had to pass through the fiery furnace of persecution yet with all he is proud of his Star Route record. It will return to him Sunday. Thus the Colonel Boone, that he has the tact and energy to tackle the building of the Black Diamond system which when completed will comprise 315 miles of road. If any one doubts that Colonel Boone would build and operate it, he should consult the history of the two Star Route trials which has been published in book form.

Colonel Boone will join the inspection party at Columbus Saturday evening. We glean the following from our exchanges:

GREENFIELD DEPOT, IND., Sept. 27.—The railroad election in this (Central) township to-day for \$24,426 subsidy for the construction of the Indianapolis, Vevay and Cincinnati Railway, of the Black Diamond System, was carried. The majority in the township for the appropriation was 403. In Blue River township the amount of \$17,941.10 subsidy in the interest of the railroad was defeated by 76 majority.

Mr. E. E. Watts, civil engineer, of Princeton, Ind., in charge of the Black Diamond railway, arrived at the Hoosier State, with 225 miles already located and 325 miles projected, was at the Grand yesterday.

"The lines surveyed in Indiana go through the best coal and agricultural land in the State," says Mr. Watts, "which would be a most valuable feeder to any railway system. The coal area is 2,500 square miles, and many of the veins run from 64 to 84 feet and the quality is fine. Pike county, which the line crosses for twenty miles, according to the latest reports of our Geological Director, the best coal in the State in vast quantities. The line also runs through the picturesque French Lick and West Baden Springs Valley, famous to many Cincinnatians. It is my opinion that the road will be built, and if the report of the great English Engineer, now examining the surveys is favorable, and the expected British capital is put up, the entire system of 1,538 miles can be completed in 18 months. With a corps of surveyors I located a few years since 63 miles of the Rock Island road, upon which we did not start surveying until August 10, and by January 1 of the following year, less than five months, the line was finished. Hundreds of miles of this projected Black Diamond road could be built as rapidly as upon the level plains of the west, and with our improved methods of railroad construction, past records could be easily broken."

Mr. J. Elgin Anderson, editor of the Dover (Ky.) News was at the Grand yesterday. He says: "Sir Thomas S. Tanager and party inspecting the Black Diamond system of railroads, spent Sunday at my town, leaving Monday morning for Ripley, Ohio, to take up the Ohio division. While Sir Thomas does not express an

opinion, it can be seen that he is favorably impressed with the country he has passed over so far, and with the excellent low grade found by the engineers. At no place on the entire system does the grade exceed 66 feet to the mile. The officials of the road are very jubilant over the prospect for the early flotation of the bond. The inspection party is being heartily received at all points along the proposed line."—Cincinnati Enquirer, Sept. 28.

"Mr B. F. Hutcheff, of Lexington, Ky., and Mr. A. Cunningham, of this city, left the Grand for Jellico, Tenn., to capitalize a company of \$100,000 for washing out and screened coal, where by thousands of tons will be put into superior condition for use which are now scarcely salable. This character of coal is only worth 15 cents a ton and by the process owned by Mr. Cunningham its value is increased to 50 cents a ton. In a Virginia mine now owned by Mr. Cunningham only two car loads of this inferior coal was shipped in operation, and since that time 1,000 cars of this wonderful improved coal has been shipped from that mine. The patent was brought to this country by Mr. Cunningham, who is a Scotchman, but who has resided in Cincinnati for some years."—Cincinnati Enquirer, Sept. 28.

Sir Thomas S. Tanager, the most eminent British railway engineer living, arrived at the Grand hotel yesterday morning to pass upon the surveys and profiles of the proposed Black Diamond railroad, from Ohio and Indiana to the sea at Port Royal, S. C. He is accompanied by Hon. T. C. Dickinson, of Washington, D. C., who is the financial agent of the road in Europe. This great engineer, Sir Thomas S. Tanager, is here to go over the route of the road, which will take him six weeks by buggy travel, and upon his report is contingent the capitalization of the route by English money. Yesterday at the Grand there met Sir Thomas Tanager a number of representatives of citizens along the proposed route to assure him of an earnest of their intentions in the road. No question about getting the money to build the road. The question at issue is, will Sir Thomas Tanager approve of the plan of the Black Diamond double track? Sir Thomas Tanager will leave here Thursday for a personal observation of the route, first going over the line to Columbus and then doubling back to Dover, Ky., and on over the main line to Port Royal, S. C. —Cincinnati Enquirer, Sept. 26.

The capitalists and others interested in the plan for the construction of the Black Diamond railroad from Cincinnati through the southern coal fields to Port Royal, S. C., and Charleston, S. C., were introduced to the proposed route by W. M. Lennon, and were shown the courtesies of the floor by the members. The party included Sir Thomas S. Tanager and Hon. T. C. Dickinson, both of London, England; Hon. William Kirkby, of Toledo, O.; Hon. N. Boyd, of Dover, Ky.; Col. A. E. Boone, Zanesville, Ohio, the projector of the system; B. R. Hutcheff, Lexington, Ky.; Captain W. M. Crawford, Columbus, Ohio; J. E. Anderson, Dover, Ky., and Fred James, Austin, Tex. The first named man on the list is one of the greatest of English engineers, and with Mr. Dickinson, the second on the list, who is the financial agent of the system, the entire route is here to go over the entire route of the proposed road. He has the capital back of him, and if his report is favorable to the investment of the money the road will be begun at once. The party was received by President West, of the Chamber, and given a welcome and an assurance that the Exchange was theirs while here. If the road is built it is proposed to come into Cincinnati to the Central Union depot by an elevated track along Front or Water street. —Cincinnati Enquirer, Sept. 27.

Sir Thomas Tanager, the expert engineer of London, England, accompanied by Hon. T. C. Dickinson, of Washington, D. C.; Hon. William Kirkby, of Toledo, O.; Mayor W. J. Kennedy, of Carlisle; Messrs. W. B. Kennedy, of Richmond, Va.; T. Northcutt, and Captain B. T. Richards, of Cincinnati, arrived here Wednesday afternoon and remained until yesterday morning. These gentlemen accompanied Sir Thomas Tanager on his tour of inspection of the Black Diamond line from Cincinnati to Sharpsburg. They returned to Cincinnati yesterday, and to-day Sir Thomas will start on the line from Cincinnati to Columbus, O. After this has been gone over he will return to Sharpsburg and proceed south on the line to Port Royal, S. C. It will take Sir Thomas about six weeks to complete his work here. When that is finished he will return to England to make his report to the capitalists who are waiting to furnish the money for the construction of this great railway system. If his report is favorable work will be begun within a few months. Everything indicates that a favorable report will be made.

We have said it before and we say it again—The Black Diamond will be built and in operation via Sharpsburg before a great while. Many of our most prominent citizens called on these distinguished guests at the City hotel Wednesday night.—The World, Sharpsburg, Ky., Sept. 25.

Quick Work.

San Juan de Porto Rico, Oct 1.—The Spanish transport Isla de Pana arrived here this morning and a second transport is expected to-morrow. These with a hospital ship, which will come from Havana to remove a number of sick troops, will carry away about 3,500 Spanish soldiers. Sufficient vessels are said to be on their way here to remove the remainder of the troops. The Spaniards are now arranging for the transportation of officials and their families back to Spain. The official government Gazette announces that the terms of officers of judiciary and government employees will end as soon as the island is formally delivered to the United States.

Col. John P. Thomas, the State historian, says that he has practically all of the Confederate rolls except three or four and they are in sight. He has had much trouble in securing the rolls, and is to be congratulated on securing documents which will be of so much historical value.

Two Divisions For Cuba.

WASHINGTON, Sept. 27.—A comprehensive programme for moving the troops to Cuba has been outlined by the war department, and its initial features have been decided upon. The result is due to directions given by the President September 19 to the effect that details of troops be made for Cuba. Acting on this Major General Miles outlined a plan for sending two divisions to Cuba, the first one under command of Major Gen. Wade, to leave in October, and the second division under Major Gen. Fitzhugh Lee, to leave in November. Each division will embrace about 6,000 men, so that the plan is to have some 12,000 troops in Cuba or on the way within the next sixty days.

From the fact that they will go to Cuba it does not mean that they will proceed directly to Havana. On the contrary, the outlook is that there will be very few troops at Havana, the bulk of them being scattered throughout the western end of the island, garrisoning the small towns, and thus gradually putting into effect the military occupation of the island. In anticipation of the move the quartermaster's department is preparing to have transports available for the troops.

The organizations forming the October divisions are as follows: Cavalry brigade, composed of the 7th and 8th United States cavalry, to be commanded by Brig. Gen. L. H. Carpenter; 1st infantry brigade, composed of the 1st infantry and the 4th United States volunteer infantry, to be commanded by Brig. Gen. Simon Snyder, United States volunteers; 2d infantry brigade, composed of the 2d United States infantry and the 6th United States volunteer infantry, to be commanded by Brig. Gen. E. B. Williston, United States volunteers.

The order leaves open the command of the divisions, but Gen. Snyder will be in tempo command until a permanent division commander is chosen. Gen. Miles' recommendation of General Wade for this command is likely to be carried out, though it is still open, owing to the doubt as to Gen. Wade's being free from his service at the head of the Cuban commission now holding sessions at Havana. Although the November divisions, under command of Gen. Fitzhugh Lee, have been fully projected as a part of this same programme, its formal execution will be deferred for a time. The regiments forming the November division embrace both cavalry and infantry, with Gen. Summer in command of the first brigade.

Raising the Colon.

WASHINGTON, Sept. 29.—Assistant Secretary Allen, who has been directly in charge of the arrangements made by the wrecking companies for raising such of the Spanish war ships sunk or stranded in the battle of July 3 as can be recovered, said to-day, referring to Constructor Hobson's work on the Teresa, that the navy department had given the young constructor all of the assistance that it was possible to extend in the prosecution of his work. Moreover it is now proposed to give further aid in his effort to raise the Colon, by far the finest ship of the Spanish squadron. Whatever credit has been earned by Constructor Hobson by reason of the Teresa would, in the opinion of Mr. Allen, be largely exceeded if the attempt to raise the Colon results successfully. In the case of this ship the young constructor has pledged his professional reputation against the unanimous opinion of all of the expert wreckers who have examined the ship. Yet the navy department is unhesitatingly supporting Hobson's judgment, as is indicated by the fact that yesterday it shipped from New York \$20,000 worth of specially manufactured rubber air bags to be used in lifting the Colon. Aside from the sentimental reason for sparing no effort to save this ship, the navy department is satisfied from the reports of the divers who have investigated her condition that she is well worth, from a purely momentary point of view, the expenditure of a considerable percentage of her original value, about \$4,000,000, if there is a reasonable prospect of raising her.

Old fashions in dress may be revived, but no old-fashioned medicine can replace Chamberlain's Colic and Diarrhoea Remedy. For sale by Hill-Orr Drug Co.

NOTICE!

ALL parties who owe the firm of Blackley & Fretwell on account, or for Mules, Wagons, Buggies or other wise, are hereby notified that the amount they owe must be settled up promptly this Fall as this is the last year that I have to settle up the affairs of the firm.

Deafness Cannot be Cured by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure Deafness, and that is by constitutional remedies. Deafness is caused by an inflammation of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a running sound or imperfect hearing, and when it is entirely closed deafness is the result, and unless the inflammation can be taken out and the tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are cured by catarrh, which is nothing but an inflamed condition of the mucous surfaces. We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free. F. J. CHENEY & CO., Toledo, O. Sold by Druggists, 75c.

STATE NEWS.

— Charleston will have its Gala Week beginning October 21st.

— Gen. Watts will begin his annual inspection of the State militia on the 3rd of October.

— Columbia, Greenville and Spartanburg have been selected by the War Department for the encampment of troops during the next few months.

— In the election of Auditor in Fairfield, instead of a tie, Mr. G. W. Moore received a majority of one vote over Mr. J. L. Richmond, his competitor.

— The Governor has offered a reward of \$200 for the apprehension of the parties who burned the barn of R. Alexander, in Oconee county, some weeks ago.

— Out of 25 graduates in last year's class at Clemson 14 have already received paying positions in the government service with salaries ranging from \$100 to \$150 per month.

— Mr. L. N. Cross, of Chester, who recently lost one of his feet by the accidental discharge of a gun, had an accident policy for \$5,000 and is entitled to receive one-third of this amount for the loss of his foot.

— It is stated in some quarters that many private and non-commissioned officers in the First Regiment are so much in love with army life that they will apply for enlistment in the Second Regiment.

— The several colleges in the State are opening their fall terms. All have most excellent prospects. The people more than ever appreciate the blessings of education. They are making sacrifices to send their sons and daughters to college.

— The Chester *Lantern* mentions the remarkable circumstance that Mr. and Mrs. W. M. Corkill were rocked in the same cradle, though they had no acquaintance till a short time before they were married. Mr. Corkill's mother, not needing the cradle in which her two sons had been rocked, sold it to Mrs. Corkill's parents and the families, who were then living in Yorkville, drifted apart. Mrs. Corkill's family going to North Carolina. Their destinies brought them together again to rock the same cradle.

The Business Architect...

CANNOT afford to base his structure on misleading statements. No Merchant can earn money or reputation by misrepresenting what he has to sell; he is foolish to assert what he cannot prove. Our object is to sell reliable merchandise at a moderate price, and we do this, giving the actual values, thus effecting a positive money saving for the purchaser. When we tell you in all earnestness that our Goods are the BEST—the most reliable that can be bought for the money—we want you to understand that you are getting something serviceable in buying from us, not cheap merchandise that is attractive only for the moment in price and looks and deficient in quality. Don't let sentiment enter into your business transactions—buy where it is to your advantage to do so. Let us convince you that for every dollar you spend with us you get its actual value in merchandise. We certainly merit your attention when it comes to buying—

SHOES.

We give you style, fit and quality, combined with cheapness of price that makes the Shoe irresistible. Sach's Shoe Co's. Ladies' Custom-made Shoes \$2.00, \$2.25 and \$3.00; easily worth 50c. to \$1.00 more per pair. A handsome Shoe of soft Dongola and Pat. Leather Tip only \$1.50. A stylish, well made Shoe, any toe, \$1.25. All solid leather, Patent tip, Dongola top, good for \$1.25, only \$1.00.

MEN'S SHOES.

We've got them, all kinds, all prices. You will get lots of satisfaction out of wearing a Shoe bought from us. We know they will please you. It is no experiment with us.

DRESS GOODS.

All Wool Dress Goods 25c. per yard. Figured Black Satine, fast color, stylish, only 15c. per yard. White Flannel 124, 15 and 20c. Yard-wide Bleaching, good as any, 5c. per yard. Splendid quality Bed Ticks 5c. Sweet, Orr & Co's. Ready-made Shirts and Pants, the best that are made. Once wear one of these Shirts or a pair of these Pants and you will always call for them. They never rip, and the same buttons are on when you throw them away.

Come to us for Bagging and Ties. Our prices guaranteed.

Remember, we have built a nice wagon yard in the rear of our Store for our customers, and we are always glad to offer you privileges of same.

McCULLY BROS.